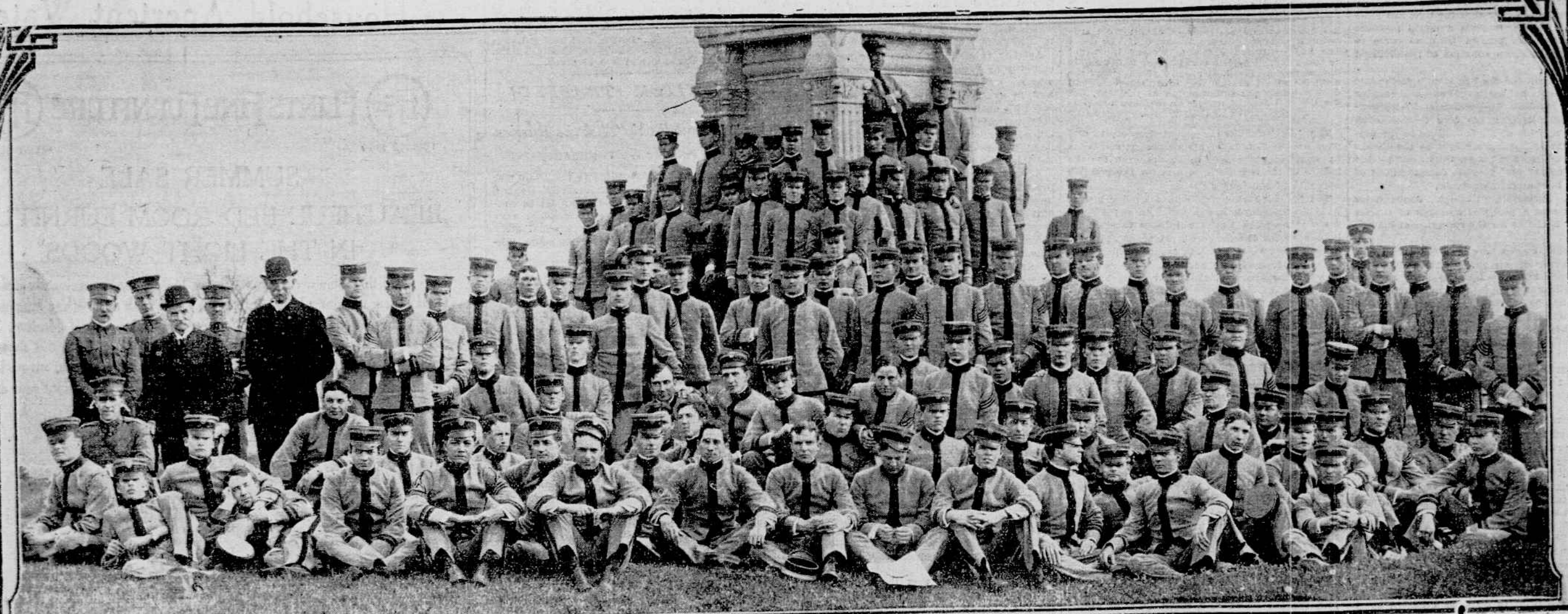


GRADUATING CLASS OF '05 AT WEST POINT.
(Photograph by R. F. McManus.)

BEAT FAST SCHEDULE.

P. R. R. SERVICE BEGINS.

Demonstrations All Along the Line as Flyer Goes By.

[BY TELEGRAPH TO THE TRIBUNE.]
Altoona, Penn., June 11.—The Pennsylvania Special, the fastest long distance train in the world, west bound, pulled into Altoona station at 10:11 o'clock this evening, seven minutes behind time, owing to the heavy grade out from Harrisburg. Fifteen miles further west the train will begin to slide down the mountain, and any loss will be made up. Engines were changed here in less than two minutes, and the new flyer sped away in the effort to bring Chicago two hours nearer New-York than it has ever been before.

The eighteen hour train pulled out of the gloomy tunnel at Jersey City at 4:14 o'clock, and before it was well out of the city the miles and minutes coincided. A bigger crowd gathered to witness the start than usually greets the President's special train, and their cheers were just as loud. It was soon evident that the new train was to have a demonstration all along the line. Workers in the railway yards lined the track and waved good luck as the flyer went by. All three stations in Newark were packed, but the crowds had only a fleeting glimpse of the solid red train, the recent track elevations enabling it to pass without slackening speed. There were crowds at Elizabeth and Rahway. So fast was the speed at New-Brunswick that the wind gathered a collection of straw-hats into the wake of the train and spread them along the track.

The first eighty-five miles were covered in twenty-five minutes. It seemed foolishness to raise the danger signals at each block behind the train. There was nothing on the road that could catch it. As the train neared Philadelphia it became necessary to loaf to keep from running down the Congressional Limited, once one of the famous trains of the country, which left Jersey City three-quarters of an hour ahead of the Special. As it was, the Special reached North Philadelphia six minutes ahead of time, and lay at the station until the watches of the train crew caught up.

Several hundred people gathered at the station and the track on both sides through the edge of the Quaker town was well lined with the curious.

Then came a dashing run westward to Harrisburg, a distance of 104 miles, in 115 minutes. Most of the way the speed was better than a mile a minute, as the run through the suburbs of Philadelphia was necessarily slow and the curves along the Susquehanna River had to be negotiated with care. The train reached Harrisburg a minute and a half ahead, and was wildly cheered by a big crowd of railway men. It took just a minute and forty-five seconds of the four minutes allowed to change engines, and the racer was again held on the mark for time. At Harrisburg the train overtook the St. Louis Express, which left Jersey City at 2 o'clock. Out of Harrisburg the train became a streak of "greased lightning" running through the night. It soared over the grades, passing each station a little before it was expected.

The run will end at Chicago to-morrow morning at 8:55. The train consists of three heavy Pullman coaches and a dining car. It carries, besides the regular passengers, a number of New-York, Philadelphia and Pittsburgh newspaper men. C. M. Schaeffer, superintendent of passenger transportation, and F. M. Barksdale, advertising manager, and the Pennsylvania representatives are on board.

There seems to be little doubt that the run to Chicago will be made in less than eighteen hours. In the trial tests made last week the run from Pittsburgh to Chicago was made in two hours less than the Special's schedule calls for, and that even a considerable delay in the mountains can easily be overcome west of Pittsburgh.

Pittsburg, June 11.—The Pennsylvania special, westbound, pulled into the Union Station two minutes ahead of time. It was scheduled to arrive at 12:30 and it came to a stop at 12:28 midnight. The train departed for Chicago at 12:35, after changing engines.

The train arrived at Altoona seven minutes behind schedule time. Those aboard the train said it was seven and a half minutes late, but the trainmaster's time was seven minutes. The train put on two engines at Altoona, and after crossing the mountains one of the engines was switched off at Gallitzin. The train did not stop to permit the engine to cut off, and the

GIFTS FOR GRADUATES.

Among the many articles suitable for those who are about to launch out on a business or professional career there is nothing that is more practical than Waterman's Ideal Fountain Pen. Beware of the cheap and fraudulent imitations of the Waterman pens. J. E. WATERMAN CO., 113 Broadway, N. Y.

HEAD-ON CAR COLLISION.

One Knocked from Track—Injured Woman in Critical Condition.

Three persons, at least, were severely injured yesterday in a collision of cars in front of the Hotel Astor. It is believed that seven or eight other passengers were hurt. Miss Susan V. Tyrell, a stenographer, of No. 220 West 45th-st., suffered a bad fracture of the right leg, bruises of the left leg, the rupture of a blood vessel in it and from shock. She was taken to Roosevelt Hospital.

Edward W. Matchett, of No. 102 Liberty-st., who suffered from abrasions of the head and shock, and James Carey, of No. 257 West 55th-st., the forefinger of whose left hand was fractured and who suffered from shock and abrasions to his thigh, went to their homes.

In spite of the assertion of Detective Quinn, of the West 47th-st. station, that the accident was caused either by carelessness or the misunderstanding of signals, no arrests were made.

Miss Tyrell, one of the first to be assisted from the wreckage, was placed in an automobile belonging to Alfred Fishback, of No. 6 West 103rd-st., and hurried by him to Roosevelt Hospital. Her condition is critical.

According to Quinn, a Broadway car, northbound, was switching from the old Broadway tracks to those of the 7th-ave. line. When this car was half across the south track of the 7th-ave. line and pointed northwest at an angle of about 45 degrees, a 7th-ave. car, southbound, ran into it. In charge of the 7th-ave. car were William Rigley, motorman, of No. 402 West 46th-st., and Charles Norstrom, conductor, of No. 250 West 55th-st. In charge of the Broadway car were Frank Gochner, motorman, of No. 124 West 149th-st., and William Cahill, conductor, of No. 16 Manhattan-st.

The Broadway car, an open one, was knocked from the tracks, and the poles supporting the roof at the end of each seat were torn down. Miss Tyrell, who was the most seriously injured, was sitting on an end seat.

Traffic was held up for more than an hour while wrecking crews were at work.

SEMINARY GETS \$1,750,000.

Heirs of Mrs. Mary J. Winthrop Come to an Agreement.

Princeton, N. J., June 11.—The heirs of Mrs. Mary J. Winthrop's estate have finally come to an agreement by which Princeton Theological Seminary will receive \$1,750,000. This more than doubles the present endowment of \$1,525,287, exclusive of buildings and real estate to the amount of \$526,150.

A committee of the trustees, directors and faculty has been appointed to discuss methods of spending the large amount to the best interests of the seminary.

DROWNED NEAR PIER.

Two Out to Fish, Couldn't Swim—One Saved.

While fishing near the 57th-st. pier, South Brooklyn, yesterday afternoon, Cecil Smith and Richard Meyers, a boy fourteen years old, fell into the water from a small rowboat. Smith was drowned, but Meyers was rescued after a hard struggle by Captain Charles Rodewels, of the bark Jacob Stamler.

Smith, a machinist, living at No. 302 Union-st., Brooklyn, and Meyers, whose home is at No. 530 Hicks-st., Brooklyn, hired a dory in the neighborhood for a day's fishing. While they were changing seats in the boat it was overturned. Neither could swim. Captain Rodewels jumped from his tug and tried to save the boy, thinking that Smith was able to swim. Meyers struggled so that before Captain Rodewels got him ashore the rescuer was completely exhausted and the boy was unconscious. He was revived by an ambulance surgeon and sent home.

Two men got a boat and tried to rescue Smith, but he sank for the last time before they reached him. His body was not recovered.

THIRTEEN WOULD DEFEND NEGRO.

[BY TELEGRAPH TO THE TRIBUNE.]
Boston, June 11.—Thirteen Boston lawyers came forward yesterday volunteering their services in defense of Gus Lee, a colored sailor, to be court-martialed to-morrow morning for the alleged murder of a shipmate on the West Virginia, while she was coaling at Culebra, P. R. The murdered man was Robert H. Warren, a water tender.

Henry K. Goodwin, a life prisoner sentenced for murder at Charlestown State Prison, has been chosen for the defense.

THE SECOND EMPIRE.

A new fast train on the New York Central leaves Grand Central Station 2:30 P. M., arrives Albany 1:30, Utica 7:14, Syracuse 8:25, Rochester 9:25, Buffalo 11:30 P. M. No excess fare.—Adv.

FLOOD STOPS SUBWAY TRAINS.

WATER DEPARTMENT MEN, BOSSES BEYOND REACH, UNABLE TO STOP LEAK IN MAIN FOR HOURS.

Passengers Wade Through Water Amid Pyrotechnic Display—Hedley Puts Damage at \$100,000—Fear for Hotel Belmont Walls.

FACTS THE FLOOD WASHED OUT OF THE WATER DEPARTMENT:

No chart of the water supply system.
None of department heads available on Sunday in case of accident.
Employees unable to find gate where leaks can be stopped.
Took two hours to get employees to the scene.
Took three hours more to shut water from main, an outsider at that time showing where to do it.
In the mean time the subway was put out of business for seven hours.

The utter helplessness of the Department of Water Supply, Gas and Electricity in an emergency was demonstrated again yesterday afternoon when for a second time within six months water from a broken street main flowed into the subway in such volume as practically to stop traffic there for several hours. Apparently the officials of the department had learned nothing from the accident at Broadway and 80th-st. a few months ago, when it took hours to shut off the water after it began to pour into the subway at that point, for the deluge of yesterday, at Park-ave. and 41st-st., was allowed to continue for about five hours before an outsider told some of the department's men where to shut off the water.

It was about 2:45 p. m. when a small fountain appeared in the pavement on the west side of Park-ave., about twenty feet north of 41st-st. At first it sent up a stream no thicker than a man's wrist for a few feet, but it grew in size and force rapidly. Soon after 3 o'clock the fountain had become a torrent of muddy water gushing up with such force as to undermine the pavement for a space of 25 by 10 feet, oval shaped. As the earth was washed out and the paving blocks fell in there was formed a small lake in the depression, from the centre of which the water boiled up with increasing force.

The water all came from a break in a forty-eight-inch main of the city's high pressure service, running from 3d-ave. through 42d-st., Park-ave. and 41st-st. to 5th-ave., and the controlling gate of the main was at 3d-ave. and 42d-st., a fact which nobody seemed to know for hours.

PART OF PARK-AVE LIKE RAPIDS.

That part of Park-ave. west of the streetcar cut, from a point near 41st-st. to 42d-st., resembled the rapids below a waterfall. The pavement on the down grade there was covered with swiftly running, muddy, frothing water to a depth of five or six inches. The heavy grade carried the stream around into 42d-st. and east along that street to 3d-ave. Much water poured down into the conduits of the electric power lines in 42d-st., the tracks of the Madison-ave. cars as they turned into the Park-ave. cut, being covered by the flood, but to the surprise of many persons the cars continued to run as if nothing was the matter.

The alarm had been carried to the police at the Grand Central Station at 3:14 p. m. by a watchman at the Belmont Hotel, at the corner, who noticed that water was coming into the subcellar. The sergeant at the police station began to try to call up officials of the Water Department on the telephone. Policemen ran from the station to find 42d-st. covered to a depth of two inches by a strong current.

Many pedestrians in Park-ave. and loiterers near the Grand Central Station and Grand Union Hotel ran in every direction from what threatened to be a serious flood. Several were caught by the waters and in their flight slipped and fell. Policemen hauled to their feet persons who had fallen and piloted them to safety. The police then formed the usual lines, which the invading waters forced back from time to time.

FLOOD IN BELMONT HOTEL CELLAR.

With the sinking of the street and the lessening of the resistance of the water the geyser-like effect of the torrent subsided, and instead there appeared a rapid stream three or four inches deep, which overtaxed the sewers and spread over the surface more and more eastward and rose in the surface car tunnel. It poured into the seven story basement of the Belmont Hotel, and cascaded from subcellar to subcellar to the lowest level. Quick to realize the peril to the foundations of this enormous structure, the engineer on duty put on a heavy

pressure of steam and got all the big pumps to work.

DELUGE THROUGH SUBWAY ROOF.

Down through the slots of the electric road and down through paths made by itself, through what was believed to be the waterproof roof of the big subway, the water first trickled and then rushed in a deluge. The motormen in the passing trains first noticed that their trains got over the slippery tracks with some difficulty, but they had no time to investigate. They were glad to get away from the place, and probably did not know the danger. The wheels of the big six and seven car trains churned the waters into a foam, but there appeared to be no real danger.

NO CHART OF WATER SUPPLY SYSTEM.

While the cataract flowed the telephones continued to buzz. Workmen came from the Water Department and groped in vain for the source of trouble. Then came assistant foremen and then foremen, and then assistant superintendents. Apparently there was no head to the work of relief. The department men admitted that they had no chart of the water supply system, and that they did not know what was the matter.

Men were sent in every direction to turn off every valve and water gate they could find. They ran south and they ran north with one idea. They were to find water gates and turn the supply off. Perhaps they would get the right gate. For hours the water flowed and the danger to the subway was ever growing.

Finally the rising water in the subway made connection between the third rail and the other rails and made a short circuit of the electric current. Intermittently the motive force was paralyzed, endangering the lives of those who were in the cars.

PASSENGERS THROUGH PYROTECHNICS.

About two hours after the break a northbound train in the subway stopped at 32d-st., the power seeming to give out suddenly. Then it went on only to stop again. The air was pungent with the smoke of burning insulations. Bright flames from wheels and rails were continuous. The passengers in fear shut the car windows tight, and then, half suffocated, waited for relief. The train finally got to within a block of 42d-st. and stopped for good. The passengers got out of the train, first with fear, and waded and slipped with damaged clothing and footwear to the station, amid a display of electrical fireworks. They carefully avoided the third rail and nobody was injured.

MR. HEDLEY TRIES TO GET MAYOR.

General Manager Hedley of the Interborough Rapid Transit Company arrived at the Grand Central Station about 5 o'clock, and began to use the telephone in an effort to find somebody connected with the Water Department who could shut off the flood. Not being able to get into communication with Commissioner Oakley, who was said to be out of town, he tried to get into communication with Mayor McClellan, but failed.

Meanwhile the situation in the subway south of 42d-st. was becoming worse. The water rose to the third rail, causing short circuits. Insulating joints on the third rails began to burn out, making a display of fireworks which was alarming to look at. Ten minutes before 6 o'clock Mr. Hedley gave the order by telephone to the power house to shut off the current entirely from the section between 14th-st. and 72d-st. The order stopped the fireworks and left that part of the subway in darkness. It also brought to a standstill three trains in the section.

One of the trains was stalled near 39th-st., and

Continued on third page.

A HUNDRED "AUTOS" BURN

"L" PASSENGERS IN PANIC.

Train Stops Opposite Fire in Smoke Cloud—Lights Go Out.

While the firemen were fighting a four-alarm blaze in the factory at No. 281 to 289 9th-ave. last night the power was shut off the third rail on the 9th-ave. elevated structure near by, bringing a train to a standstill nearly opposite the burning building.

With the shutting off of the power the lights in the train went out and at the same time a dense cloud of black smoke enveloped the cars. The passengers became panic-stricken, and men shouted and women screamed in fear. Seeing their plight the elevated employees turned on the power again and allowed the train to get beyond the danger zone.

Then the power was shut off again to allow the firemen to fight the flames from the structure.

The dense smoke was attributed by the firemen to gasoline tanks, which they thought were stored in the garage on the ground floor of the Ranier Vehicle Equipment Company. A representative of the firm said that at least one hundred valuable automobiles were stored in the place.

It is supposed that the fire was caused by an explosion of gasoline.

In the basement of the building is part of the plant of the Corbett Chair Company, which also occupies one-half of the second floor. The top floors are occupied by the Sutro Braid Company.

The smoke was so thick that the firemen were driven back several times. With such rapidity did the flames spread that Battalion Chief Howe sent in the second and third alarms within a few moments after arriving.

Cries of help could be heard when the firemen reached the scene, and when they reached the top floor they found Daniel Costigan, the night watchman, almost overcome by smoke.

Fireman Andrew O'Neill, of Engine Company 19, was overcome by smoke and was removed to the New-York Hospital.

Chief Howe estimated the damages to the "autos" alone at \$50,000.

The occupants of the houses adjoining the burning building were driven out. Many of them were carried down to the street by firemen. A stable containing nineteen horses caught fire and for a time it was feared the flames might spread to an adjoining house. The flames here, however, were quickly extinguished and the horses driven out.

At midnight the firemen were still fighting in the hope of preventing the flames from spreading to nearby houses.

The building is owned by the estate of ex-Mayor Grace. It was built in 1862, and was used for years as the 9th-ave. stage stables.

The fire broke out in the 2d-ave. stage stables. The New-Yorker fought the flames, stretching lines of hose from the river.

John T. Ranier, president of the Ranier Vehicle Equipment Company, said that if all the machines were destroyed it would entail a loss on his company of at least \$350,000. The vehicles were used by the firms of H. B. Claffin Company, James McCreery, Stern Brothers, Saks and O'Neill.

A NON-UNION DRINK.

Delegate Has to Explain It to the Central Federated Union.

The Central Federated Union was alarmed and excited yesterday when Mr. Reichenbacher, delegate of the Waiters' Union, declared he had seen James P. Archibald and L. Sanderman, members of the District Council of the Brotherhood of Painters, going into a non-union saloon in broad daylight. There was, so Mr. Reichenbacher said, a union saloon on the opposite corner, too.

Several of the delegates declared it an outrage. Sanderman, who was at the meeting, then asked to make an explanation.

"I do not go into non-union saloons," he said, "but this was an exceptional case. We were with the national officers of our union, and when we proposed to go into the union saloon they insisted on going into the non-union saloon, saying that looked a nicer place. Out of courtesy we did not object."

The chairman said that this was a poor explanation. Then he warned the delegates to refrain from going into non-union saloons if they wished to keep out of trouble.

BAPTIZED WITH WATER FROM JORDAN.

[BY TELEGRAPH TO THE TRIBUNE.]

Pittsburg, June 11.—In the First Methodist Episcopal Church at McKeesport this morning twenty-five infants were baptized by the pastor, the Rev. Dr. J. W. Miles, with water from the river Jordan. The water was secured from L. F. Demmmer, of Pittsburg, who obtained it on a recent trip to Palestine.

AWAITING JAPAN'S TERMS.

RUSSIA CONCILIATORY.

Rumor that Moderate Demands Have Already Reached Capital.

St. Petersburg, June 11.—Russia is waiting for Japan to fix the time and the place of handing the Japanese terms to Russia's representative. The Foreign Office expects that the delay will be brief.

The Emperor's government would prefer that Paris should be the scene of the initial step, but it is explained that neither the place nor the personality of the Russian representative matters greatly. The Russian representative will not be a plenipotentiary to negotiate. His duty will practically be confined to transmission to his government of the Japanese terms for decision whether they afford a basis for actual peace negotiations.

The Russian representative will, however, have power to effect an agreement for the suspension of hostilities. This suspension will probably be for a very short period, in which Russia must decide the question of peace or a prolongation of the war. During this temporary armistice both countries probably will be free to continue the movement of troops and munitions of war within prescribed limits, although nothing definite on this point will be known until the meeting takes place.

In spite of official doubt as to the result, a well defined report was current everywhere to-day, although The Associated Press could not trace its source, that Russia had already practically obtained Japan's conditions, and that they proved so surprisingly moderate that Russia certainly would accept them as a basis for negotiations.

Russia is not likely to prove recalcitrant. According to the best opinion, she is prepared to abandon the whole of her Manchurian adventure and give guarantees. The "rub" will come regarding the question of an indemnity, which, it is agreed in diplomatic circles, Japan will exact, but if it should be moderate and arranged so that it could be liquidated by the sale of the Chinese Eastern Railroad and the cession of Russian property and leases in the Kwan-Tung Peninsula, it might be overcome. Russia, probably, will insist on holding the railroad to Vladivostok through Northern Manchuria, and will never submit to the humiliation of disarmament in her only port in the Pacific or to barring her warships from those waters. Members of the diplomatic corps feel that Japan's status in the Pacific is so firmly established that she can afford to dispense with the exaction of so bitter a condition.

Though the feeling against a cession of territory is strong, the island of Saghalien might be transferred to Japan, or, as an offset to the cession of that island, all fishing and other Russian rights in the Commander Islands might be handed over to Japan.

MAY TREAT ON BATTLEFIELD.

If Russia finds that the terms form a basis on which negotiations can proceed, plenipotentiaries will be appointed, the number being decided by the belligerents themselves, and then it is not impossible that the negotiations may be transferred to Manchuria, as President Roosevelt is believed to have suggested.

It is stated at the Foreign Office that the question of plenipotentiaries has not yet been officially considered, but it is regarded as almost certain that Baron de Rosen, the new Ambassador to the United States, on account of his long and intimate acquaintance with Far Eastern affairs and his familiarity with Japan, will be selected. George de Staal, who preceded Count Benckendorff as Russian Ambassador at London, and was president of the Peace Conference at The Hague in 1899, might be another, although at his advanced age and the fact that he has been some years out of touch with active diplomacy might work against him. The number of plenipotentiaries would be a matter of mutual agreement, though Russian precedents lean to two.

President Roosevelt might be of service in arranging these preliminaries, but Russia would be disposed to respect his wish to settle all questions after the first meeting directly with Japan. While proffering all the aid in his power, it is well understood here that the President, having served as a bridge to bring the representatives of the warring countries face to face, believes it would be to the best interests of all concerned that he step aside. The United States